

2 July 2021

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## Agreement

**Concerning the Adoption of Harmonized Technical United Nations  
Regulations for Wheeled Vehicles, Equipment and Parts which can be  
Fitted and/or be Used on Wheeled Vehicles and the Conditions for  
Reciprocal Recognition of Approvals Granted on the Basis of these  
United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

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## Addendum 150 – UN Regulation No. 151

### Amendment 2

Supplement 2 to the original version of the Regulation – Date of entry into force: 9 June 2021

**Uniform provisions concerning the approval of motor vehicles with  
regard to the Blind Spot Information System for the Detection of  
Bicycles**

This document is meant purely as documentation tool. The authentic and legal binding text  
is: ECE/TRANS/WP.29/2020/105.

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**UNITED NATIONS**

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\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version);  
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



*Paragraph 1.1.*, amend to read:

- "1.1. This Regulation applies to the blind spot information system of vehicles of categories N<sub>2</sub>, N<sub>3</sub>, M<sub>2</sub> and M<sub>3</sub>"

*Paragraph 5.3.1., last sentence*, amend to read:

- "5.3.1. ....

An optical information signal shall be maintained only for as long as the conditions specified in paragraph 5.3.1.4. below are fulfilled. For vehicles of categories N<sub>2</sub> with a technically permissible maximum mass exceeding 8 tonnes, N<sub>3</sub> and M<sub>3</sub> the deactivation of the information signal as a result of the vehicle turning away from the bicycle trajectory is not allowed as long as a collision between vehicle and bicycle is still possible, in case the driver would steer back towards the bicycle trajectory."

*Insert new paragraphs 5.3.1.4.1. and 5.3.1.4.2., to read:*

- "5.3.1.4.1. For vehicles of categories N<sub>2</sub> with a technically permissible maximum mass not exceeding 8 tons and M<sub>2</sub> the Blind Spot Information signal shall be activated for a bicycle target moving longitudinally forward with a speed between 5 km/h and 20 km/h, entering in the zone as specified in paragraph 6.5.11. when the vehicle is moving forward.
- 5.3.1.4.2. In addition, the Blind Spot Information signal shall be activated for a bicycle target moving longitudinally forward with a speed between 5 km/h and 20 km/h from the rear entering the zone as specified in paragraph 6.6.3. when the vehicle is stationary. In such case, the information signal shall be maintained as long as the bicycle is in the defined zone or as long as it would be in the zone considering a constant speed of the bicycle target until it reaches the front right corner of the vehicle. The constant speed is based on the speed of the bicyclist when entering the zone."

*Insert a new paragraph 5.5.4., to read:*

- "5.5.4. The warning signal referred to in paragraph 5.3.1. is not required for vehicles of categories N<sub>2</sub> with a technically permissible maximum mass not exceeding 8 tonnes and M<sub>2</sub>."

*Insert a new paragraph 6.5.11., to read:*

- "6.5.11. Vehicles of categories N<sub>2</sub> with a technically permissible maximum mass not exceeding 8 tonnes and M<sub>2</sub> are deemed to meet the requirements of paragraph 6.5. if the Blind Spot Information signal has been activated when the bicycle target is moving forward as specified in paragraph 5.3.1.4.1. and entering a zone on the nearside of the moving vehicle. In such case, the specification of the relevant zone and the activation of the information signal shall be in accordance with the manufacturer's specifications. These specifications shall however cover both the entry from the front and from the rear of the manufacturer defined zone."

*Insert a new paragraph 6.6.3., to read:*

- "6.6.3. Vehicles of categories N<sub>2</sub> with a technically permissible maximum mass not exceeding 8 tonnes and M<sub>2</sub> are deemed to meet the requirements of paragraph 6.6. if the Blind Spot Information signal has been activated when the bicycle target is entering longitudinally forward from the rear into a zone adjacent to the vehicle. The zone shall cover a lateral separation between bicycle and vehicle of 0.9 to 3.0 meters and from the vehicle front right corner to the rear of the vehicle. In such case the activation shall occur before the entire bicycle target has entered the zone."